TENNESSEE EXPOSITION.

Interesting Account of a Trip From Raleigh to Nashville--The Ride Through Western North Carolina -- A Stop at Chattanooga -- Lookout Mountain -- A Brief Sketch of the Exposition.

(Special Correspondence.) Messenger Bureau, Park Hotel,

Raleigh, N. C., September 25. This is to be a story of a visit to the Tennessee centennial exposition and of how it looked to North Carolina eyes. The ride through North Carolina

from Raleigh to Asheville showed a parched and parching world. The brighest spot along the route was in the Davidson county section where the crops looked greener. The largest wheat farm in the state is there; that of Holt & Howewood, where this season 8,000 bushels were grown.

Cotton milling is illustrated all the way. The Southern road is lined with mills. The greatest number of spindles under one roof in the state is in the Erwin mill at Durham. The highest mill, is at Asheville.

The three towns with futures which are along this line are Greensboro, Salisbury and Asheville. The development at many other points is very pleasing to a person who recalls the places as they were say twenty-five years ago.

The French Broad river, which usually tumbles so noisily down its bed is now phenomenally low. The intensity armies. of the heat in the mountain country has partially dried many springs and small streams. Their beds are seen, as bare as a piece of marble. At Paint Rock the limestone begins. It is both a blessing and a curse. It makes land fit for grass and at the same time where it crops out it spoils it for farming. It gives a soil to which moisture is indispensable. While the part of Tennessee between Paint Rock and Knoxville shows far less effect of the terrible drought than any other section from the North Carolina coast to Memphis, yet the crops even there are hurt. But in middle Tennessee thousands of trees have been killed. These stand on the limestone and the fervid heat has literally roasted them alive. The cotton in Middle Tennessee is too

small to be worthy of notice.

Chattanooga was reached before idnight. The vast mass of Lookout mountain looms up. On its top and on its front shine electric lights. In the morning a trip to the top of the mountain is made. For half a dollar a round trip ticket is bought, which takes the holder over street railways, the inclined railway up the mountain and on the narrow guage road along its side. A steam engine at the base of the mountain is the motive power. This operates an endless cable. One car goes up and another down and they pass au tomatically at a certain point. There are two lines. No. 1 goes to Point Lookout, No. 2 to Lookout Inn. On the way to Point Lookout the scene of the famus "Battle above the clouds" is passed. This is the place where, when Hooker's federal division was cut off from the remainder of the army by the breaking of a pontoon bridge across the Tennessee river, he led his division, climbed 1,600 feet up the mountain side and after a sharp fight drove out Walthe battle, ninety-five acres, has just been bought by the government and it. It is a peach orchard. Monuments are being unloaded, notably one from New York and one from Pennsylvania. Looking from the top of the mountain the battleground lies at the looker's feet. The height of the top is 2,400 feet above tide water, and 1,600 feet above the Tennessee river, which flows in the venetian gondolas and gondoliers. foreground. Though the river is 1,700 feet wide, it seems like a creek. The of the Southern railway is a special top of Lookout mountain is a vast attraction. It is one of the three largscarp of limestone. At the very point est in the world. An English railway there are set in this large bronze tab- superintendent says it can pull sixty lets in honor of the two Pennsylva- of the English railway cars at a speed nia regiments which first reached the of fifty miles an hour. summit and planted their colors upon

The height is bewildering, the prosview-Tennessee, Virginia, South Car- agricultural building at the World's olina, Georgia, Kentucsky, Alabama fair. It is a study to observe the picand North Carolina. Northeastwait toral uses of such commonplace things the enormous mass of the Great Smoky as frains of corn and cotton bolls and blue, like the wall of the world. In the iddle ground, looking towards North mha, is Missionary Ridge, with its y miles of government boulevard' dest of national military parks, amauga. On every side the ains rise and swell, within the ales rich farms, some looking as a snake, forms the Moccad, so called because the shape ly that of an Indian Moccasin. orge Bancroft, the historian, bunced this the finest view he n in all his 88 years, either in

ble inclined railways up the are very steep. One rises 67 and is 4.750 feet long. There valry between the companies them. The one which goes Lookout is operated in conh the narrow gauge railway. hort climb reach Lookout down the stairway by from Point Lookout used

> can divide with Pittsthe "Smoky City." The with smoke that the if it had curdled. Chat of the most self-consatisfied places on the ing of rivalry toward e and Nashville is re-

> > of talk about yellow cout mountain a ressaid to me: "In 1878 gates to the yellow ey poured in. As a eople died of that ver repeat what we avor of a shot gun on Lookout mounfew sick went up se neither thrived t height. No won-

structure and there is enough material right on the spot for the construction of a dozen more such buildings.

A Tennesseean who was with me on some of these saunterings, said: "You North Carolinians are the most liberal people on earth, for you gave the government the best part of your state out of which to make Tennessee." This statement was told to another man whose father had in 1847 moved from Edenton to near Memphis and he said that everything in Tennessee wasn't worth half the Blue Ridge and Great Smoky mountains and the sounds. Then he added: "Years ago I visited Edenton and when I returned I said to my father, 'I really don't mean to be rude. but want to ask whether you were drunk or crazy when you left that part of North Carolina to come here.' And he never answered me."

No one should visit Chattanooga without seeing the Chickamauga military park. North Carolinians don't know very much about it, for their work lay almost entirely to the northward. But it is a finer place than Gettysburg can ever be made. The government has expended \$1,800,000 there. It impartially marks with monuments, tablets, cannon or piles of shell, etc., the positions of leading officers, regiments, batteries, etc., in both the federal and the confederate

But enough about Chattanooga. The exposition is the chief point of interest in the south in 1897. It is at Nashville, the "Hilly City," 151 miles away. The exposition grounds, like those at Atlanta in 1895, are the property of a racing club. Their arrangement is more pleasing than that at Atlanta. and is somewhat a reminder of the World's fair. The walks are broad and graceful and there is plenty of blue grass and foliage plants and flowers. preserved from the blight of the pitiless heat by ceaseless watering day and night.

The nobest of all the buildings is the Parthenon, which is the art gallery. In design, in frieze and entablature it is a perfect reproduction of the splendid original. It is the one instance in the history of exposition buildings in this country where color has been used. The band of bright blue is the most pleasing feature. The figures in the electric light.

man, in the employ of the United States | Plaindealer. government, is at Nashville. .

To describe an exposition would be tedious alike to writer and reader. In some respects all are alike. Of course the government building is the chief attraction, the most pleasing and instructive as to contents of them all. The zeal with which the government enters into these expositions is most commendable. It has done great deal to broaden thought in the whole country. It was truly a pleasant sight to thall's confederate brigade. The site of see the pride with which the armed uniformed confederate veterans, who are a part of the Tennessee state many workmen are employed preparing troops, regarded the models of the ships of the navy and the great sea and land guns. By the way, a North Carolinian, Mr. Willie T. Gray, formerly of Winston, was found in charge of this particular exhibit. A reminder of the World's fair is

The enormous passenger locomotive

The agricultural building is far superior to that at Atlanta. In point of interior decoration, especially of the pect boundless, for seven states are in dome and rotundas it exceeds even the mountains in North Carolina rises, ears of wheat. Pictures almost as delicate as mosaics are thus created the shading being wonderful indeed.

The ladies building is always filled and is a great attraction. The position in the valley beyond lies that of woman at expositions is assured. plan and in active work. One new and at Kiel, on Saturday last. pleasing idea was developed—a public library, the brightest and best books ardens. The Tennessee river, in the Nashville public library and scores of others lent or given, with easy chairs and divans and electric fans for the comfort of the reader.

No person who wants to see what Tennessee and Georgia and Alabama are doing or offer in the way of woods and building stones should miss see-

ing the mineral and forestry building. In a corner of the World's fair was the negroes building. It was in the nature of an experiment. At Atlanta it was more prominent, while at Nashville it is in the circle of the most important structures. The exhibits in it are nt on the latter the visitor largely those of industrial schools. which follow the bent of the negro gest hotel on a mountain in mind. There are excellent exhibits of tates. The latter company leather and wood working, very pracnole top of the mountain, tical indeed. In one place a negro named Devane was seated carving with knives marvelously vigorous designs

of hunting scenes on hunting horns. It is high class work, spirited and realistic. Devane is a good name in the New Hanover section and with a smile of delight when questioned as to whether his "old master" was not the late Major Devane of Wilmington, the man said yes. Now he lives in far away Maine and he gets as high as \$25 for the carved horns.

In the machinery building the machine which gins and presses the round bales of cotton is in operation, each afternoon, and this always attracts a crowd. It is the Bessonette process. but now is owned by the American Cotton Company. In the course of a talk with the exhibitors it was learned that the company expects this year to press at least 100,000 bales. The hope it has is to get its bale declared the "official bale," and it thinks will be notel is filled with done as soon as it presses over half the coast, particular- cotton. The royalty it charges is \$1.00 made it their reg- a bale, but it guarantees to the ginner the price at the nearest point; in other Nashville, stands words, will buy his cotton on the spot e, but the cover- and pay him say Wilmington or Norr than at Nash- folk prices for it. It has plants in operatest place in Ten- tion in Tennessee and expects to have is dug up and two in operation in North Carolina. government built The gins, presses, etc., are made at Chitanooga it simply cago Heights. The farmers declare nd got limestone with one accord that the whole busivery handosme ness is nothing but a trust, which

wants to control cotton just as the Standard Oil Company does oil. The art building is very far superior in contents as well as exterior design to that at Atlanta. In fact it contains by far the best collection of pictures, and stationery shown at any of the

expositions save the never to be forgotten one at Chicago. The auditorium is well filled at the musical performances. Conterno's band is now playing and its spectacular "Battles of our Nation" makes the crowds enthlusiastic. But Victor Herbert, who succeeds Pat. Gilmore as the leader of the world-famous Twenty-second regiment band, has given the

Nashville people such music as they can never forget. He is the popular idol there. Several of the great railways make notable shows, in buildings and on the grounds. Mr. Frank Green, so well known as a manager, is in charge of the Southern's exhibition. The mam-

moth car of the Seaboard Air Line is

very conspicuous. What was the "Midway" at Chicago and Atlanta is at Nashville "Vanity Fair." It is not so good as that at Atlanta, and the arrangement is faulty. The "Streets of Cairo" is of course very much in evidence, with the well known camels, Holy Smoke, Holy Moses, Queen Victoria, Mary Anderson and Lillian Russell. The Ferris wheel is replaced by the Giant See Saw. One can "Shoot the Chutes" for a quarter

and great fun it is. The attendance at the exposition is not large. Money will not be made there. That is quite clear. The excessive heat and the yellow fever scare militate against it.

On the return from Nashville Thursday afternoon, a sanitary officer from Chattanooga boarded the train at began to look like a medical inspection was imminent. But at Chattanooga this medical gentleman unlocked the doors of the cars and called out "All there is a shot gun quarantine. A railway official told me that at a water tank in Mississippi a woman put her head out of a car window. Instantly there was protruded out of the darkness the muzzle of a gun and the "jay" who was at the other end of the piece shouted, "Lady, take in your head quick." "I won't," said she; "I've a right to put my head out of the window." He replied: "If you don't take in your head and let down that window there'll be a new face in heaven in less than a minute." At this continuation of complaint and threat she closed the F. A. OLDS. window.

PUBLIC OPINION.

That the colored republicans of Ohio frieze and entablature are noble indeed are not satisfied with the treatment in sunshine or under the glow of the they have received at the hands of the administration and party leaders is an facturing plant at Hillsboro.—The mica Two inventions make limitless the old story and a true one. They are possibilities of expositions—electric in particular sour on Senator Hanna, lights and staff. The latter is the and the senator is represented as being building material, white and say bura- willing to promise anything they want ble for a couple of years, cheap and to sweeten them. But they demand easily moulded. Its inventor, a Ger- something more substantial.—Cleveland

> Mr. Nelson Dingley very coolly informs the country through The New York World that his celebrated tariff act may reasonably be expected to produce a deficit in the government's revit can be expected to make its benign influence felt. Between Mr. Reed's "state of mind" as a panacea for financial evils, and Mr. Dingley's deficit-producing tariff act, the country has some rare prospects before it.-Atlanta Con-

What a pity it is that presidents and governors, who are so anxious to subordinate the civil to the military power, and to shoot down peaceful citizens (including women and children) the laws, cannot see other occasions for exercising their high functions and lake Watauga, with its grotto and its prerogatives, and in a peaceful manner, too! It is "the due execution of the laws, in the ordinary course of essantly for their intervention; but an extraordinary occasion that can attract their attention and arouse their sense of duty. And yet, from the petty constables of a district, to supreme judges, attorney-general and governors, none perform their own sworn and special duties, in support and laws of the state and of the United States.—Norfolk Pilot.

The Emperor to Bismark

London, September 27.-The Hamburger Nachrichten today says that Emperor William telegraphed his congratulations to Prince Bismarck upon the occasion of the launching of the

Suffered 20 Years



RS. MARY LEWIS, wife of a prominent farmer, and well known by all old residents near Belmont, N. Y .. | writes: "For twenty-seven years I had been a constant sufferer from nervous prostration, and paid large sums of money for doctors and advertised remedies without benefit. Three years ago my condition was alarming; the least noise would startle andunnerve me. I was unable to sleep, had a number of sinking spells and slowly grew worse. I began using Dr. Miles' Restorative Nervine and Nerve and Liver Pills. At first the medicine seemed to have no effect, but after taking a few bottles I began to notice a change; I rested better at night, my appetite began to improve and I rapidly grew better, until now I am as nearly restored to health as one of my age may expect. God

bless Dr. Miles' Nervine." Dr. Miles' Remedies are sold by all druggists under a positive guarantee, first bottle benefits or money refunded. Book on diseases of the heart and nerves free. Address,

Restores DR. MILES MEDICAL CO., Elkhart, Ind.

Dr.

- Nervine

Miles'

NORTH CAROLINA.

The Jacksonville Times says the cotton crop of Onslow county has been damaged at least 25 per cent. by the recent dry weather.

Washington Progress: The Register of Deeds, Mr. J. W. Chapin, tells us that over \$100,000 in mortgages have been cancelled in this county in the last thirty days. This shows that the pjeople are paying their debts. Winston Sentinel: From parties who

was learned that the trial of Mr. Owens. a white man charged with killing a negro near Smith Grove, about twelve years ago, concluded late last evening by the jury, which was out only a short time returning a verdict of not guilty. The ne-gro killed was a bad character. After the murder Owens fled but returned last year and gave himself up to the officers. King's Mountain Reformer: The Coal

Mine company is working within the incorporated limits of the city and are getting out what Mr. Elam calls "jet coal" which ignites easily and burns freely. So far as history goes there is none known except in England in one mine. Elizabeth City has let a contract for water works. The system will be owned by a foreign corporation and the town will play an annuel rental of \$40 for each

Raleigh News and Observer: Edward H. Hunter, a colored young man of high character, a native of this city, who now holds a responsible position in the general land office at Washingtodn, D. C. delivered an address at St. Paul's A. M. E. church last Sunday.—In the county chain-gang there are now forty-two men. Last Sunday the request was made that all who had been accustomed to gamble stand up. Thirty-eight stood up. Forty said they were habitual drinkers.

Kinston Free Press: Mr. Henry C. Harrison and a colored man, Dick King, returning Thursday night about 8 o'clock from Mr. Harrison's plantation in Sand Hill township, had quite a bad accident. Wauhatchie and locked the door. This Mr. Bob Casey, living about five miles from Kinston, had left his wagon loaded with wood on the side of the road in front of his house. A rear wheel had been left in the track of the road, and when Mr. doors of the cars and called out "All Harrison came by, the night being very right, walk out." Further down south dark, one of the buggy wheels locked with the wagon wheel, causing the shafts and one wheel of the buggy to break. Mr. Harrison and the colored man were thrown out of the buggy, both being rendered unconscious. Dr. Parrott was sent for and found that Mr. Harrison had four ribs broken, shoulder dislocated, and elbow and hip badly sprained-all on the right side. After treatment, Mr. Harrisson was brought to Kinston on a mattress placed in a hack. The injuries are very painful, but not serious. Besides a few bruises the colored man wasn't hurt

Charlotte News: Rev. C. L. T. Fisher has just returned from a very successful trip in the interest of Elizabeth Lutheran college. At Savannah, Ga., in two days he secured seven pupils. The college will certainly open on time, he says.—Captain Fred Nash, treasurer of the city of Charlotte, returned from Hillsboro, his ld home, last night. Captain Nash says that the new cotton mill at Hillsboro is running on full time, and it is a great help to that town.—The state Alliance are also contemplating erecting a manubusiness is at fever heat in this section. Farmers have left their farms mechanics their shops and so on, says the Connelly Springs correspondent of the Morganton Herald. The firm of Goode & Shuford, blacksmiths and wagon makers, have closed their shop for the time being and are digging mica on the lands of A. A. Shuford. E. J. Hudson has quit his farm and is digging mica. Lenoir Topic: Mr. John Craige was

kicked him, striking him in the mouth enue of something like \$50,000,000 before and knocking out several of his teeth.
He is said to be badly hurt.—Mr. Wilson Hamilton, of this place, is an invalid and upnable to attend church. So, last week Mr. G. P. Harper, of the Lenoir Telephone Exchange placed a 'phone in the pulpit of the Presbyterian church and con nected it with Mr. Hamilton's at his residence. It worked fine, and Mr. Hamilton heard the sermon with great satisfaction. Fayetteville Observer: The Cape Fear Transportation Company's Hawes arrived at her wharf here this morning from Wilmington, making the trip by the skin of her teeth. This is the first boat that has been able to make under pretext of due enforcement of Fayetteville in ten days.—Judge Sutton today ordered a special term of the criminal court, to be held the fourth week in December, commencing the 27th This is done on account of a great number of cases continued from this term.-At about 4:30 o'clock this morning, proceeding," that calls loudly and in- Frank Clark and Julia Porter, both colored, were shot with buck shot in front they are deaf and heedless. It is only of Julia Porfter's house in the alley just back of Texas by an unknown person. It was 6 o'clock before the police were notified, and this was done through the physicians who were summoned in the case. - When the case of Archie Young, colored, was called, charged with rape on his aunt, the solicitor arose and said that the prosecution had agreed to the maintainance of the constitution and offer of the defence that the prisoner plead guilty of an assault with intent to commit rape. The judge accepted this plea, and proceeded to hear the evidence of the prosecution witnesses before passing judgment. Judge Sutton then sentenced Young to five years in the peni-

Reprocity With British Colonies Washington, September 27 .- Sir Ju-She is a power in committee and in new German cruiser Fuerst Bismarck, lian Paunceforte, the British ambassador, is expected to return here from his London trip about October 15th, notwithstanding reports that he would not be back in time for the Behring sea conference. The staff of the British embassy, now at Manchester-bythe-sea, will return next week, and, according to present plans, the entire British representation will be here when the seal conference is held. With the return of Sir Julian, it is believed that steps will be taken by the British authorities to negotiate reciprocity treaties, under the new tariff law, between the United States and British- E. ST. JOHN, American colonies. Word reaches here that Sir Augustus Hemming, governor general of British Guiana, has urged the authorities at London to effect reciprocity arrangements with the United states, and, in support of this, the leg islature of the colony adopted the following resolution:

"That his excellency, the governor general, be respectfully requested to cause inquiries to be made in connection with the reciprocity clause in the new tariff bill of the United States, as to the expediency of entering into any arrangements which will assure the admission of the sugar product of the colony on the most favorable terms."

It is urged in support of this resolu-

tion that the sugar industry of the colony was dependent on the Unned States market, which takes 71 per cent. of the entire product. Sir Cavendish Boyle, the colonial secretary, said this evening that this view had been presented to the colonial minister, Joseph Chamberlain, and it was expected that the British minister at Washington would be asked to look after the interest of the British colonies in this particular. A reciprocity treaty would permit a reduction of duty on the sugar of Guiana of about 33 cents on 100 pounds. Under the British colonial system, all treaties in behalf of the colonies must be made by the imperial government. It is believed that if reciprocity negotiations are begun in behalf of British Guiana and other southern colonies it will lead to similar negotiations for Canada, where the liberal ministry is favorable to reciprocity.

The Friendly Letter

(National Traveler.)

The hotel 'bus from the midnight train Brought only one passenger through the traveling man, tired, weary and sad. For he had tolled all day, and trade was

Not a single order was on his book. The disgust he felt was on his look; With a careless hand he wrote his name On a page of the book unknown to fame

The drowsy clerk the signature scanned. Then a letter placed in the drummer's hand: see how he starts, while a smile of delight Comes o'er his face at the welcome sight

Thus clouds of despair will ever appear To the traveling man, sometimes in the Are often dispelled in such simple means As one friendly letter. How queer it

So wives, sweethearts, brothers and chums. If you know where we'll be when Sunday comes Write to us there, if your time will Draw on us at sight, and we will remit--Our Thanks.

E. COP FOIL AND VOILEY ROLL WAY.

Schedule in Effect May 30th, 1897.

TRAINS LEAVE WILMINGTON.
DAILY. Arrives Fayetteville 2:35 p. m.,
Walnut Grove 9:03 p. m., Mt.
Airy II:00 p. m. Connects with Southern Railway at Greensboro. Arriving Salisbury 8:50 p. m., Baitinore 9:03 a. m., New York 12:12 a. m., Knoxville 4:00 a. m., Chattanooga 7:40 a. m., Nashville 1:21 a. m., Knoxville 4:00 a. m., Chattanooga 7:40 a. m., Danville 1:20 night, Lynchburg 1:58 a. m., Charlotte 10:00 p. m., Atlanta 6:10 a. m., Danville 1:200 night, Lynchburg 1:58 a. m., Washington 6:42 a. m., Baitinore 9:00 p. m.

DAILY No. 50-Passenger—Due Jack.
Southbound.

Southbound.

No. 60-Passenger—Due Jack.
Southboun

DAILY. From New York, Philadelphia, 4:30 p. m. Baltimore, Washington, Charlottesville, Lynchburg, Danville, Mt. Airy, Walnut Cove, Greensboro, Nashville, Chattanooga, Knoxville, Asheville, Salisbury, Atlanta, Charlotte and all points North, South and West.

LOCAL FREIGHT TRAIN NO. 8. Leave Wilmington 2:55 p. m., arrives Fayetteville 9:15 p. m. Passenger Coach attached to this train. J. W. FRY, W. E. KYLE, Gen'l Manager, Gen'l Pass, Agent.



TO AI L POINTS.

hauling shingle blocks last Friday to Throneburg's mill, when one of his mules

Schedule in Effect May 30, 1897.

Train 41.—Leaves Wilmington 3:20 p. m., arrives Lumberton 5:26 p. m., Pembroke 5:46 p. m., Maxton 6:12 p. m., Laurinburg 6:23 p. m., Hamlet 6:53 p. m. Connects at Hamlet with train 41 for Charlotte and Atlanta, and with train 402 for Portsmouth, Richmond, Washington and points

Train 41.-Leaves Portsmouth 9:20 a. m. arrives Weldon 11:41 a. m., Raleigh 3:30 p. Sanford 5:03 p. m., Hamlet 6:53 p. m., Rockingham 7:39 p. m., Wadesboro 8:11 p. Monroe 9:12 p. m.. Charlotte 10:25 p. Athens 3:45 a. m. and Atlanta 6:20 a. Connection at Weldon with train from Richmond and all Northern points. Pullman sleeper, Portsmouth to Nashville,

Train 403.-Leaves Washington 4:10 p. m. Richmond 8:56 p. m., Portsmouth 8:45 p. m. Arrives Weldon 11:10 p. m., Raleigh 2:07 a. m., Sanford 3:35 a. m., Hamlet 5:10 a. m., Rockingham 5:23 a. m., Wadesboro 5:54 a. m., Monroe 6:43 a. m., Charlotte 7:50 a. m., Lincolnton 10:20 a. m., Shelby 11:18 a. m., Rutherfordton 12:30 noon, Athens 1:15 p. m., Atlanta 3:50 p. m. Connections at Atlanta for all points South and West. Pullman Sleeper, Washington to Atlanta, and Portsmouth to Chester.

Train 38.-Leaves Hamlet 8:20 a. m. Arrives Laurinburg 8:46 a. m., Maxton 9:05 a. m., Pembroke 9:31 a. m., Lumberton 9:53 a. m., Wilmington 12:05 noon. Connects at Hamlet with trains from Washington, Portsmouth, Charlotte and At-

Train 402.-Leaves Atlanta 1:00 p. m. Arrives Athens 3:16 p. m., Monroe 9:30 p. m. Leaves Rutherfordton 4:35 p. m., arrives Shelby 5:55 p. m., Lincolnton 6:56 p. m., Charlotte 8:18 p. m., Monroe 9:10 p. m. Wadesboro 10:31 p. m., Rockingham 11:06 p. m., Hamlet 11:20 p. m., Sanford 1:02 a. m., Raleigh 2:16 a. m., Weldon 4:55 a. m., Portsmouth 7:25 a. m., Richmond 8:18 a. Washington 12:31 noon. Pullman Sleepers, Atlanta to Washington and

Chester to Portsmouth Train 18.-Leaves Hamlet 7:15 p. m., arrives Gibson 8:10 p. m. Returning, leaves Gibson 7:00 a. m., arrives Hamlet 7:50 a. m.

All trains daily except Nos. 17 and 18. Trains make immediate connections at Atlanta for Montgomery, Mobile, New Or-leans, Texas, California, Mexico, Chattanooga, Nashville, Memphis, Macon. For Tickets, Sleepers, etc., apply to THOS. D. MEARES,

Gen'l Agent, Wilmington, N. C. Vice President and Gen'l Manager. H. W. B. GLOVER, Traffic Manager. V. E. McBEE, Gen'l Superintendent. T. J. ANDERSON, Gen'l Pass. Agent.

General Offices, Portsmonth, Va.

JEW YORK, WILMINGTON, N. C., AND GEORGEOWN, S. C., LINES.



From New York for Wilmington.

S. CROATAN Saturday, October 2 S. S. ONEIDA......Saturday, October 9. From Wilmington for New York

S. S. CROATAN.. Wednesday (am) Sept. 29. S. S. ONEIDA......Monday, October 4. From Wilmington for Georgetown.

S. S. CROATAN Tuesday, October 5. Through bills of lading and lowest through rates guaranteed to and from points in North and South Carolina. For Freight or Passage apply to H. G. SMALLBONES,

THEO. G. EGER, Traffic Manager, WM. P. CLYDE & CO., General Agents.

Schedule on Wilmington Seacoust R

ON AND AFTER MONDAY, SEPTEM.

BER 27, 1997. DAILY EXCEPT SUNDAY.

Leave Wilmington at 10:10 a, m., 2:30 p. Leave Ocean View 8:00 p. m., 11:30 a. m.,

SUNDAY TRAINS. Leave Wilmington at 2:30 p. m., 6:00

Leave Ocean View at 5:00 p. m. R. O. GRANT, Superintendent.

ALANTIC COAST LINE.

Schedule in Effect August 18th, 1997. Departures from Wilmington. NORTHBOUND.

DAILY No. 48.—Passenger—Due Mag1:35 A. M. nolia 10:59 a. m., Warsaw 11:16
a. m., Goldsboro 11:58 a. m.,
Wilson 12:43 p. m., Rocky Mount
1:20 p. m., Tarboro 2:58 p. m.,
Weldon 3:39 p. m., Petersburg
5:54 p. m., Richmond 6:59 p. m.,
Norfolk 6:10 p. m., Washington
11:10 p. m., Washington 11:10 p. m. Haltimore 12:53 a. m., Philadelphia 3:65 a. m., New York 6:53 a. m., |Boston 8:60

lanta 12:15 p. m., Charleston 10:50 p. m., Savannah 2:40 a. m. Jacksonville 8:20 a. m., St. Atogustine 10:30 a. m., Tampa 6:6

ARRIVALS AT WILMINGTON-FRO THE NORTH.

DAILY No. 49.—Passenger—Leave Bos-5:45 P. M. ton |1:03 p. m., New York 9:00 p. m., Philadelphia 12:05 a. m. Baltimore 2:50 a. m., Washington 4:30 a. m., Richmond 9:05 d. m., Petersburg 10:00 a. m., Note folk 8:40 a. m., Weldon 11:50 a. m., Tarboro 12:12 p. m., Rocky Mount 12:45 p. m., Wilson 2:13 p. m., Goldsboro 3:10 p. m., Washington, Goldsboro 3:10 p. m., Washington, Magnolia 4:18

DAILY No. 41.—Passenger—Leave Bo 9:30 A. M. ton 12:00 night. New York 9:30 a. m., Philadelphia 12:09 p. a. m., Philadelphia 12:09 p. m., Baltimore 2:25 p. m., Wazbing-ton 3:46 p. m., Richmond 7:30 p. m., Petersburg 8:12 p. m., Nor-folk 2:20 p. m., Weldon 9:43 p m., |Tarboro 6:01 p. m., Rock Mount 5:45 a. m. Leave Wilson 6:20 a. m., Goldsberg 7:61 a. m., Warsaw 7:53 a. m., Magnolia

No. 61-Passenger-Leave New Bern 9:20 a. m., Jacksonville 10:42 a. m. This train arrives at 12:40 P. M. Walnut street.

FROM THE SOUTH. DAILY No. 54.-Passenger-Leave Tam-

DAILY No. 54.—Passenger—Leave Tam12:15 P. M. pa 8:00 a. m., Sanford 1:50 p. m.,
Jacksonville 6:35 p. m., Savannah 12:50 night, Charleston 5:33
a. m., Columbia 5:50 a. m., Atlanta 8:20 a. m., Macon 9:30 a.
m., Augusta 3:05 p. m., Denmark
4:55 p. m., Sumter 6:45 a. m.,
Florence 8:56 a. m., Marion 9:30
a. m., Chadbourn 10:35 a. m., Lake Waccamaw 11:06 a. m. Train on the Scotland Neck Branch

Road leaves Weldon 4:10 p. m., Halifax 4:28 p. m., arrives Scotland Neck at 5:20 p. m., Greenville 6:57 p. m., Kinston 7:30 p. m. Returning leaves Kinston 7:50 a. m., Greenville 8:52 a. m., arriving Halifax at 11:18 a. m., Weldon 11:33 a. m. Dally except Sunday.

Trains on Washington Branch leave
Washington 8:20 a. m. and 1:00 p. m., ar-

rive Parmele 8:10 a, m. and 2:40 p. m., returning leave Parmele 10:10 a. m. and 6:30 p. m., arrive Washington 11:40 a. m. and 7:20 p. m. Lefly except Sungar.
Train leaves Tarboro, N. C., daily except Sunday, 5:30 p. m., Sunday 4:06 p. m., arrives Plymouth 7:40 p. m. and 6:00 p. b Returning leaves Plymouth daily except Sunday, 7:50 a. m., and Sunday 9:00 a. m., arrives Tarboro 10:05 a. m. and 11:00 a. m. Train on Midland N. C. Branch leaves

Goldsboro daily except Sunday, 7:10 a. m., arriving Smithfield 8:30 a. m. Returning leaves Smithfield 9:00 a. m.; arrives at Goldsboro 10:25 a. m. Train on Nashville Branch leaves Rocky Mount at 4:30 p. m., arrives Nashville 5:35 p. m., Spring Hope 5:30 p. m. Returning leave Spring Hope 8:00 a. m., Nashville 8:35 a. m., arrives at Rocky Mount 9:05 a.

m. Daily except Sunday. Train on Clinton Branch leaves War. saw for Clinton daily except Sunday, 11:1 a. m. and 4:10 p. m. Returning leave. Clinton 7:00 a. m. and 3:00 p. m. Florence Railroad leaves Pee Dee 9:10 s m., arrive Latta 9:30 a. m., Dillon 9.43 m., Rowland 10:00 a. m. Returning leav. Rowland 6:10 p. m., arrives Dillon 6:5. p. m., Latta 6:44 p. m., Pee Dee 7:88 p.

Trains on Conway Branch leave Hub 8:30 a. m., Chadbourn 10:40 a. m., arrive Conway 1:00 p. m., leave Conway Train 17.—Leaves Hamlet 8:40 a. m., arrive Hub 6:20 rives Cheraw 10:00 a. m. Returning, leaves Cheraw 5:00 p. m., arrives Hamlet 6:20 Central of South Carolina Railroad leave Sumter 6:42 p. m., Manning 7:18 p. m., arrive Lanes 7:48 p. m., leave Lanes 8:26 a. m., Manning 9:05 a. m., arrive Sumter 9:25 a. m. Daily.

Georgetown and Western Railroad leave

Lanes 9:30 a. m., 7:55 p. m., arrive Georgetown 12:00 m., 9:14 p. m., leave Georg 7:00 a. m., 3:00 p. m., arrives Lanes 8:25 a. m., 5:25 p. m. Dally except Sunday.

Trains on C. & D. R. R. leave Florence daily except Sunday 8:55 a. m., arrive Daklington 9:28 a. m., Cheraw 10:60 a. m., Wadesboro 2:25 p. m. Leave Florence daily except Sunday, 8:10 p. m., arrive Darlington 8:40 p. m., Harisville 9:25 p. m., Bennettsville 9:36 p. m., Gibson 19:26 p. m. Leave Florence Sunday only 9:20 a. m., arrive Darlington 9:27 a. m., Herta-

ville 10:10 a. m.

Leave Gibson daily except Sunday 6:16 Leave Gibson daily except Sunday 6:18
a. m., Bennettsville 6:41 a. m., arrive Darlington 7:40 a. m. Leave Hartsville daily except Sunday 6:30 a. m., arrive Darlington 7:45 a. m., arrive Florence 8:15 a. m. Leave Wadenboro daily except Sunday 3:00 p. m., Cheraw 5:15 p. m., Darlington 6:29 p. m., arrive Florence 7:00 p. m. Leave Hartsville Sunday only, 7:00 a. m., Darlington 7:45 a. m., arrive Florence 5:10 a. m.
Wilson and Fayetteville Branch leave Wilson and Fayetteville Branch leave Wilson and Fayetteville Branch leave Wilson 2:06 p. m., 11:16 p. m., arrive Selma 3:00 p. m., Smithfield 3:08 p. m., Dunn 3:50 p. m., Fayetteville 4:40 p. m., 1:14 a. m., Rowland 6:10 p. m., returning leave Rowland 10:00 a. m., Fayetteville 11:20 a. m., 10:20 p. m., Dunn 12:07 p. m., Smithfield 12:48 p. m., Selma 1:00 p. m., arriva Wilson 1:42 p. m., 12:10 a. m.

Manchester and Augusta Railroad trains leave Sumter 4:40 a. m., Creston 5:22 a. m.

leave Sumter 4:40 a. m., Creston 5:22 a. m., arrive Denmark 6:30 a. m. Returning leave Denmark 4:55 p. m., Creston 5:47 p. m., Sumter 6:40 p. m. Daily. Pregnalls Branch train leaves Creston 5:45 a. m., arrives Pregnalls 9:15 a. m. Returning leave Pregnalls 10:00 p. m., arrive Creston 3:59 p. m. Daily except Sunday. Bishopville Branch trains feave Elliott 11:10 a. m. and 7:45 p. m., arrive Lucknow 1:00 p. m. and 8:45 p m. Returning, leave Lucknow 6:06 a. m. and 2:00 p. m., arrive Elliott 8:25 a. m. and 3:20 p. m. Daily ex-

cept Sunday. Daily except Sunday. Sunday only. H. M. EMERSON, 5 Bowling Green, N. Y. J. R. KENLT, Gen'l Manager. & CO., General Agents. T. M. EMERSON, Traffic Manager.